

Courts Issue Rulings Affecting Bay Area Transportation

The United States Court of Appeals for the Ninth Circuit has temporarily stayed the Environmental Protection Agency's approval of a Motor Vehicle Emissions Budget for the MTC Region. Federal regulations require MTC's program of federally funded projects to conform to this Budget. Therefore, MTC has been unable to approve the 2003 program of projects. Fourteen projects in Alameda County are affected by this ruling, including local road and transit projects. A list of the affected projects is available at the CMA offices.

In a separate ruling, Judge Henderson has ruled that MTC must increase transit ridership by 15% over 1982 levels by 2006. MTC believes projects in its 2001 long range plan can meet this goal, but remains concerned that the judge believes MTC can guarantee transit ridership increases. On July 24th MTC voted to appeal the ruling.

BART Puts Bond Measure for Earthquake Safety on Ballot

At its July 25th meeting, the BART Board placed a \$1.05 billion bond measure on the November ballot to retrofit the system for earthquake safety. This bond proposal is in response to its recently completed Seismic Vulnerability Study. The study found that without improvements it would take 2 years for BART to fully recover from a significant earthquake.

CMA Awards Construction Contract for SMART Corridors

At the August 1, 2002 meeting, the CMA Board awarded a \$5.7 million construction contract to Rosendin Electric for improvements in the San Pablo Avenue and East 14th/Hesperian/Union City Boulevard corridors. These SMART corridor improvements will install cameras for monitoring traffic and detecting

incidents, detector units for collecting vehicle volume and speed data, video detection equipment for signal actuation (San Pablo Avenue corridor only), pedestrian improvements, traffic signal interconnection equipment, bus priority equipment and emergency vehicle preemption equipment.

CMA Adopts Soundwall Policy

The CMA Board adopted a soundwall policy at its August 1st meeting that is coupled with a process for consideration and funding of freeway soundwall projects in Alameda County. This process is intended to clarify the responsibilities of Caltrans, the CMA and its member jurisdictions for the approval of a freeway soundwall project through the CMA. Copies of the new policy are available at the CMA offices.

CMA Agrees to Participate in Lifeline Transportation Study

MTC has developed draft Community-Based Planning Guidelines for advancing the findings of its Lifeline Transportation Network Report. The Guidelines include establishing a collaborative planning process to ensure the participation of local transit operators, residents and community-based organizations. The plans are intended to identify strategies and solutions to address service gaps. MTC has requested the Bay Area CMAs take a lead. MTC has agreed with the Alameda County CMA's suggestion that a few demonstration community-based plans be prepared prior to undertaking the originally proposed 25 plans region-wide. At the August meeting, the CMA Board agreed to participation in a demonstration program that would involve five plans throughout the Bay Area, with one in Alameda County. After completion of the demonstration, staff will report to the Board on next steps.

MTC Approves Bay Crossings Study Recommendations

At its July 24th meeting, MTC approved the recommendations from its Bay Crossings Study. The study recommended a number of improvements that could be pursued with existing funds, such as truck deceleration lanes, carpool lane extensions and changes, signage and striping improvements, and Fastrak lane improvements. The study also identified possible improvements to be considered for a toll increase:

- reversible lanes on the Hayward-San Mateo Bridge
- express bus expansion
- implementing a Dumbarton Rail service
- carpool lane improvements at the approaches to the bridges
- BART core system capacity improvements

The MTC agreed with the study oversight committee and rejected the addition of a Mid-Bay Bridge to its "Blueprint," a list of projects and services that could be funded should new funding become available.

Senator Perata Proposes \$1 Increase in Bridge Tolls for Transit Improvements

Senator Perata has proposed a \$1 increase in the toll on all State-owned toll bridges in the Bay Area for transit improvements. An expenditure plan is being developed by an 18 member Task Force. It is expected that next year the expenditure plan will be included in Legislation that will place a measure on the ballot in 2004. Ezra Rapport, with Senator Perata's staff, reviewed the process at the CMA's August 1st meeting.

Legislation

AB 666 (Dutra). This bill would establish a coordinated environmental review process for three demonstration rail passenger capacity projects -- one each from southern California, the Bay Area and an area other than these two -- on corridors with inter-city, commuter and freight rail services. These three demonstration projects could provide valuable information on effective ways of streamlining the environmental review and permitting process. The CMA supports this bill.

SB 873 (Torlakson). This bill would place the Regional Transit Expansion Program (RTEP) adopted by MTC late last year in State law.

Upcoming Meetings

<i>August</i>	1 21/22	<i>CMA Board Meeting CTC (Los Angeles)</i>
<i>September</i>	3 9 9 tbd 16 17 26	<i>CMA Technical Advisory Committee CMA Administration & Legislation Committee CMA Plans & Programs Committee San Pablo Avenue Policy Advisory Committee Altamont Commuter Express (ACE) Board I-580 Corridor Policy Advisory Committee CMA Board Meeting</i>

Published by:
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, California 94612
(510) 836-2560

Fax (510) 836-2185
E-mail: mail@accma.ca.gov
web site: www.accma.ca.gov

Executive Director: Dennis R. Fay
